



# INDEXA

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A 501(c)(3) non-profit organization for the enhancement of amateur radio, worldwide peace, and friendship

## INDEXA

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## Tromelin 2014 — FT4TA

### By Seb Poulenard, F5UFX



The seven people who brought you Tromelin stop to salute you!

"This project actually started in February 2013, under the scorching heat of Uganda. I was in Entebbe involved with the 5X8C DXpedition alongside the other F6KOP operators. A long series of unanswered calls got suddenly interrupted by the ringing of my phone. Because the call was coming from Réunion Island I quickly answered it. This conversation was the first exchange with the prefecture of the TAAF (French Southern and Antarctic Lands) about a radio DXpedition project in the southern territories or the Scattered

Islands. I had impatiently been waiting for this contact after I had sent a file to St. Pierre, the seat of TAAF, a few months earlier." —Seb, F5UFX, Organizer & Team Leader FT4TA

This is the story of our DXpedition.

*Continued on the next page. . . .*

*Editor's Note: This article is an abridged and edited version of the full report prepared by the FT4TA DXpedition Team which was not tailored for any particular financial sponsor. The full, unabridged text is included in a souvenir photo book available at <http://www.tromelin2014.com/en/news/ft4ta-story-book-2/>. The book can be viewed in full on-line or purchased for about \$36 in a softcover edition. INDEXA receives no financial benefit from a purchase. Photos in the article in this newsletter were selected from a gallery of photos provided by the DXpedition team.*

**inside...** The new INDEXA logo is now available on a shirt, coffee cup, watch, or tote bag!

# Tromelin 2014 — FT4TA

## Project Genesis

In 2000, during the DXpedition to Tromelin organized by the Lyon DX Gang team, Météo-France was the main contact; as for the permissions, they were issued by the Ministry of the overseas territories. Since 2005, things have changed with the attachment of the Scattered Islands to the TAAF prefecture and our search began anew for the needed contacts to whom we could present our plans.

After several years of research and exploration, a contact was at last established in February 2013. Several telephone meetings and email exchanges followed. A month later, a meeting in the building of the TAAF in Paris allowed us to finalize the destination and dates of operation. Tromelin was to be back on the air at the end of October 2014, after 13 years of radio silence.

## Let's do it!

With TAAF approval we turned to personnel selection. We believed this aspect of a DXpedition is of paramount importance if a DXpedition is to take place on an uninhabited island. Conditions can quickly become extreme because of the climate, the isolation and sleep deprivation, not to mention the tensions that can occur in case of technical failure or accident.

From the first meetings with TAAF contacts, it became obvious that this DXpedition would best be conducted with a small group since environmental and logistical constraints increase exponentially with the number of visitors. An experienced and multidisciplinary team was formed by taking into account both the skills of each person as well as the personality of every member. Fortunately, the constituents of our initial team roster all knew each other quite well having been on previous DXpeditions together.

## Transport and logistics

Transportation and logistics would demand our attention continuously until the very last day of the operation. Located 450 km east of the coast of Madagascar and 650 miles north of Réunion, the island is very isolated geographically. Access by sea is practically impossible due to the fringing coral reef which almost eliminates the chances of landing, even with small boats. While this option had been studied, we quickly dismissed it. Therefore, air access was our only logical choice to set foot on Tromelin. Thus began our

search for air transport.

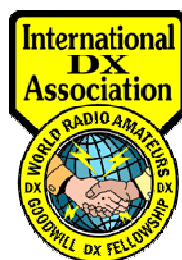
Our specifications required transportation for 6 operators and equipment from Réunion Island to Tromelin in a minimum number of rotations. Transport via the military aircraft serving the island was not an option so we looked to private charter flights. We soon found a charter operator with an aircraft based in Réunion. The plane seemed appropriate for this type of mission, although it had a low carrying capacity for the equipment. It was up to us to optimize space and weight allocated to our equipment (200kg) to stick to two or three planned flights. Two meetings with the pilot were held on January and May 2014 visits during which we were able to examine the plane and to fully appreciate its characteristics in a test flight over Réunion Island.

In parallel with the transportation component, equipment logistics were being addressed. Although each of us had made some of our personal radio equipment available to the DXpedition, some key pieces were missing. Our budget did not allow for the purchase of such equipment. However, after being asked, several manufacturers and hardware vendors came forward to help us.

Our original plan was to operate three radio stations 24 hours a day, which already seemed ambitious for a team of six people for 10 days. To ensure equipment interchangeability, we opted for identical config-

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## Tromelin 2014 — FT4TA (con'd)

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urations: transmitter, computer, and cw-digi interface—each piece of equipment being able to be connected at any time on any station.

Because the island is home to many forms of natural wildlife, antenna locations were limited. Accordingly, vertical dipole arrays (VDAs) were our choice due to the low signal takeoff angle, the proximity of salt water, their small footprint, and their light weight.

Some administrative rules introduced along the way rendered our first air charter as unacceptable. Another solution which soon appeared came from the Comoros. It is in this small country that a company named Inter Iles seems to be winning favor as an air carrier in the Indian Ocean zone. Our exchanges with government officials helped to ensure that the aircraft and crew were able to operate a flight to Tromelin. Yet we had to wait until the day of departure, on the tarmac of the airport in Mayotte for the final approvals to be signed!

### Visit to Réunion Island

In May 2014, Michel, FM5CD, and Sébastien, F5UFX, went to Réunion Island for a working week. The meetings with TAAF officials covered a myriad of topics: update on the burning issue of transport, exchanges and training with the people in charge of the island's environmental protection, validation of administrative aspects, discussion with the head doctor, logistics and communication. Each topic was discussed exhaustively with people who were tops in their area of expertise.

Several very pleasant surprises regarding logistics were announced. The first was the opportunity to take advantage of an extra rotation of the Marion Dufresne (a research and supply vessel) in the Scattered Islands to get our equipment to Tromelin, eliminating the limit of 200kg for equipment imposed by our chartered aircraft. The second was the provision of a reliable and redundant solution for the supply of electrical energy. Those who have organized this type of project will appreciate this opportunity for its true worth. Although these proposals led to new costs, they provided a definite safety net to ensure project success. The exchange ended with the introduction of a number of communication initiatives re-

quested by TAAF to enhance our activity and ensure a high level of visibility for the TAAF. Several areas were identified:

- Philatelic operation
- Exchanges with schools on Réunion Island
- Highlighting the project in the media: internet, social networking, news

The trip to Réunion Island also provided us the opportunity to purchase on-site various equipment and tools that would be loaded directly on the Marion Dufresne.

### Publicity Endeavors

The media and means of communication were numerous starting with our website developed by Cedric, F5UKW. His technical work, combined with the content we had provided him allowed him to upload our website in late 2013. He regularly updated it with articles and reports. Since its launch, we have recorded nearly 125,000 visits, with peak attendance occurring during the DXpedition.

In addition to the presentation of our radio project, we wanted people to learn more about the history and the peculiarities of this tiny island. To do this, several articles were published in journals, so as to reach the greatest number of people. The inclusion of the philatelic and public school initiatives into our project plans created an awareness and excitement of anticipation that surely resulted in creating a multitude of enthusiasts far beyond the amateur radio world. Tromelin was being put on the map!

### Budget

Today's DXpeditions to rare locales require a very large budget—most often because of transportation expenses for equipment and personnel. Although many expenses were absorbed by the team, nothing would have been possible without the mobilization and the generosity of all the amateur radio community. Dozens of sponsors were solicited and we gave everyone the opportunity to contribute to the project in the form of an online donation.

Only minutes after sending the press release announcing the expedition, the first donations were recorded, often accompanied by a word of encouragement. These were spread over the entire period of

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preparations and until we returned from Tromelin. INDEXA was the first to support us, soon imitated by many others. An exceptional grant from the NCDXF made the project possible. We knew up to this point we had been good stewards of our financial affairs, and early donations assured us that we would be positioned to absorb expenses still lying ahead.

### Logistics, a sequel

The TAAF offer to transport our equipment with the Marion Dufresne dramatically changed the profile of the operation. This opportunity, however, forced us to speed up the collection of funds, and the testing and packaging of our equipment. Everything had to be completed four months earlier than originally planned. All equipment lists were checked and rechecked before the boxes were sent to the logistics provider for TAAF in Marseilles—departure point for Tromelin via Réunion Island. The weight and size of the crates were configured to ensure safe transport by ship, but also to accommodate transferring the cargo by helicopter from ship to Tromelin upon arrival there. In late August we were informed that everything had arrived and was stored on the island. A very important milestone had been passed. Only sensitive equipment (transmitter, computers) were retained and were to travel with us as carry-on.



Despite an accelerated packing schedule, our equipment arrived on Tromelin in good shape.

Compared to the planned limit of 200 kg of equipment, the ultimate weight of about 800 kg that we were allowed to ship provided notable improvements of amplifiers, low loss coaxial cable, antennas, and emergency equipment. Looking back, we now see in retrospect that the increased cargo limits improved our operation. The new course would enable us to install up to 6 stations simultaneously. We encountered no unmet equipment needs, yet at one time or another we used all equipment we brought with us.

### Focus on communication initiatives

For TAAF philately is both a source of income (7-9% of the budget) and an excellent communication tool. Each year, about fifteen stamps are edited, presented at special fairs and marketed through several distribution channels.

The dates and location of our operation were set to coincide with the 60th anniversary of the first amateur radio link from Tromelin. Naturally, the idea of a commemorative stamp was used. The team was actively involved in the realization of it by providing a rich documentation to the artist responsible for creating the model. Under the leadership of the head of TAAF philately group, this project became a reality. The aim was have our DXpedition have a presence at the fall philatelic exhibition in Paris. This was to be accomplished by having radio contacts between amateur radio operators at the TAAF booth at the exhibition and our operators on Tromelin Island. We entrusted this technical challenge to a radio club team (F6KOP) in Provins. The challenge was complex! First it was necessary to remove the many administrative constraints on the installation of antennas in the heart of Paris—even for only temporary deployments. Furthermore, the system had to be reliable and efficient enough to ensure daily radio transmissions of several thousand kilometers. In addition to these demonstrations, we were asked to explain our activities on Tromelin to visitors throughout the event.

This activity around the block of mint stamps was a publicity stunt for TAAF, but also an excellent opportunity to promote our amateur activity with a large audience composed of collectors, officials and journalists.

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# Tromelin 2014 — FT4TA (con'd)

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Six thousand kilometers away from Paris, Réunion Island was also busily getting ready to involve our DXpedition. Thanks to the help of a teacher, Tromelin became a topic of educational units for several schools—history, geography, and fauna/flora of Tromelin were to be studied. This work resulted in numerous exchanges of letters and emails prepared by the students and their teachers, along with highly relevant issues related to the adventure that was coming up: our means of transportation, living on site, waste management, water, etc.

In order to effect these radio exchanges, we enlisted the help of amateur radio operators from Réunion's ARRA to establish temporary radio stations in several schools in order to make "live" connections with our team on the island of Tromelin during the DXpedition.

## Concluding the preparation

Once our three crates arrived on Tromelin, they were stored away. The on-site TAAF staff took it upon themselves to test the generators and ensure the quality of fuel supplies. To transport the remaining equipment in our possession each operator was provided a full station to become familiar with the equipment before departure, and then transport it as personal luggage.

Still, there remained some concerns—a missing signature to install the antenna at the philatelic exhibition, the announced visit by a DGAC (FAA equivalent) inspector in Mayotte for a final check of our chartered aircraft before our departure, and a technical stop in Madagascar...enough potential worries for more sleepless nights.

## The team is expanding

The first exchanges with Inter Iles had suggested the ability for the aircraft to perhaps transport one or two extra people. For their part, the TAAF had endorsed this possibility. In anticipation, the medical records of our two extra operators were submitted to the Chief Medical Officer for approval. The news came just a week before departure. We asked Guillaume, F4FET, to join us in Mayotte. Inclusion of Guillaume was definitely a plus to the team.

## Underway at last

Last week of October finally came! Seb, F5UFX, Flo, F5CWU, Frank, F4AJQ, and Fred, F5ROP, left France for Mayotte. Michel, FM5CD, whom we briefly saw in Paris, flew on another airline. We were greeted by Vincent, F4BKV, on site as he had been there for a few days to participate in the CQ WW SSB. At the hotel, we met with Guillaume, F4FET.

We took the final hours in Mayotte to retest the equipment and control configurations, probably as a way to occupy our minds and manage stress. A few radio contacts were made with each transmitter to make sure none suffered any damage during transport. The little time left was fully used to recheck each document with all the authorities and the various providers to ensure that our aircraft could take off and bring the team to Tromelin as scheduled on October 30. All systems were "go", but experience has shown us that ANYTHING can happen!

By late afternoon, Claude, F5GVA, in charge of the team that was to operate at the philatelic exhibition informed us that the mast and antenna to be installed in Paris had finally been approved, providing a happy ending for a last minute administrative imbroglio.

Our last evening in Mayotte was spent with our pilots and co-pilots. They, too, were excited to land on Tromelin as this privilege is usually reserved for the FAZOI (French Armed Forces in the Southern Zone of the Indian Ocean) pilots. They informed us that a mandatory technical stopover would be done in Tamatave and not in Sambava as we had expected. In addition to a change in the flight plan, this change was going to lengthen the travel time by a few hours and delay our arrival on the island.

## FT4TA: let's rock!

### Thursday, October 30

The night was short as a result of the excitement. We were all ready at the time agreed the day before. A quick taxi ride took us to Dzaoudzi airport that had just opened its doors. Our awaiting flight crew was confident that the departure time, estimated to be at 7:30AM, was still on, but an umpteenth control by the DGAC and gendarmerie was required before takeoff,

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but they delayed our planned departure by 2 hours.

The first stage of the journey took place peacefully, interrupted by a refueling stop in Madagascar. After takeoff, we immediately set course for Tromelin. In two hours we could see it on the horizon. What a thrill!



**Being able to view our destination after so much planning was proof positive we were there!**

As soon as the aircraft stopped, Patrick, Henri and Eugene, the three TAAF officers stationed on Tromelin came our way and helped us unload the luggage.



**Safely on the ground—let's get started!**

The crew did not linger. The aircraft flew back to reach Madagascar before dark. From our side we let ourselves be tempted by a good cup of coffee before starting station and antenna assembly.



**Engaged in the seemingly interminable task of erecting antennas with all those QSOs waiting—ugh—but it must be done.**

We engaged in a race against time to install a number of antennas before dark. Priority was given to the 160m antenna and the 2-element multiband SteppIR. Other verticals were summarily installed so as to enable use of several bands on the first night. The mounting of other antennas, requiring more time, was postponed until the next morning. Sébastien, F5UFX, started our log with V51B followed by OE3GCU. The 5 remaining stations all became operational and were soon triggering huge pile-ups.

### Friday October 30

The first night QSOs allowed us to achieve more than 2,000 contacts with surprising results including 160m, even though no receiving antenna had been installed. Right at sunrise, we began the assembly and installation of the 4 x VDA, the 4-square for 40/30m, and the 80m vertical. Each antenna was positioned at a location approved in advance by the TAAF to adapt to the natural environment (bird nests, turtle nesting holes). Everyone was reminded on a regular basis to hydrate and protect themselves

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from the sun.

Later in the day, Seb discovered the weather station facilities with Patrick and learned the procedure to send the logs and emails via satellite. The tour ended in the room where the generators were installed. All antennas were now installed, we knew how to upload our logs, and only the long days and nights of radio operations lay ahead.



**The four-square array is ready to play!**

## Saturday, Sunday, November 1 & 2

Five main stations were on the air. We began to get a measure of the enthusiasm for our project from around the world. Propagation conditions were exceptional. The same band could open to Japan, Europe and the United States simultaneously.

For the uninitiated, being in a location with gain antennas from all over the world directed at you creates a din that is unimaginable. If you thought that the pileups seemed dense from your side, know that you were hearing only a small part of them. Even our well-performing equipment was close to the limit of saturation. Despite filters, attenuators and the experience of the operators, we had no choice but to expand the splits. This was to be true from the first to the last day of our activity.

Sunday afternoon, we completed our antenna complement with installation of a 200m reversible beverage covering North America and Europe. This antenna proved to be an ally of choice and worked well even without a preamplifier. Both directions allowed us to toggle between the short path and long path position on which we listened to the west coast of the USA (W6-W7) from 30m to 160m. The second beverage stretched towards Japan did not produce as good results, probably due to the proximity of water or the physical setting in this direction.

## Monday, November 3

Today was back-to-school day on Réunion Island and the first date of a series with students, since each half day until Wednesday would be devoted to a different school. ARRA Amateur radio operators took the opportunity to show students in different schools what our hobby is all about. Journalists had been invited to listen in to the sessions and we took the opportunity to talk about our activity. The Q&A took place for about an hour. Questions such as how we got there, what were we doing, how did we wash, what made our stay on Tromelin remarkable, etc., were asked.



**What a thrill to see these marvelous creatures that we had read so much about.**

## Tuesday, November 4

The pace was frantic. Darkness had fallen. The pileup stopped suddenly. Fred, F5ROP, found a sea turtle at the steps of the Malagasy house, probably

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attracted by the lights. We had observed turtles laying eggs on the beaches at night while installing our antennas, but this unexpected meeting warranted a temporary halt so all could observe its life cycle process. Having observed one of nature's wonders, we returned to our stations where the pileup resumed as if it had never been interrupted.



**About 60 days after eggs are buried in the sand, these hatchlings emerge and head to the sea.**

### Wednesday, November 5

At breakfast, we learned that our LotW certificate had been issued after proving our presence on the island when we arrived. We had decided before the DXpedition to load the logs up to LotW during the expedition if we could get permission. We made a lot of amateur radio operators happy with this turn of events.

By now, we knew that no band was open 24 hours a day, not even 20m which completely closed for a few hours after our sunrise. We adapted our on air presence and hours of rest around these moments of respite. The 10m and 15m bands were exceptional and were the two bands that had the longest openings. Logically enough, we made the most of it and did not let an opportunity go by.

### Thursday, November 6

We were about to surpass the 50,000 contacts. As expected, the West Coast of the United States remained the most difficult area to contact, but we strove to make every effort to achieve it.

That morning, we had some rain, but not enough to fill tens of tanks distributed around the station. This was the first time we had rain since our arrival. Water management remained a key concern for the TAAF staff. Such hardships were unknown to us in our lives at home, but provided continual concern to those who must manage their existence in such a place.



**Water tanks were an ever present reminder that water is a resource that must not be wasted.**

Thursday was also the first day of the philatelic exhibition. At the agreed time and frequency we called, somewhat anxious. We finally heard Paris answering. The connection was not excellent but the contact was established! These operations would be repeated for 4 days, morning and afternoon until the end of the show. A whole new category of people was learning about amateur radio and its capabilities.

### Friday, November 7th

Today was Flo's birthday. For the occasion, Eugene, the cook, prepared an apple cake and we used a generator maintenance shutdown to have a meal together. Having one's birthday on Tromelin is a rare privilege!

Today, the 15 minute connections with the philatelic exhibition took place under excellent conditions. Just before the contacts were to begin, they were announced over the public address system at the

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## Tromelin 2014 — FT4TA (con'd)

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exhibition hall, bringing many attendees to the TAAF booth at the exhibition. Many wanted to speak into the microphone. Journalists were also present. The F6KOP members were at the booth from the opening to the closing of the exhibition, introducing our activity and answering all kinds of questions.



**One of our number wasn't sure if he should share a piece of Flo's Birthday Cake with this land crab.**

### Weekend of November 8 and 9

With the arrival of the weekend, we envisioned reaching 70,000 contacts as a goal. By chance, the 70,000th QSO would be performed on Sunday evening with the philatelic exhibition. The weekend brought CW and RTTY contests to the non-WARC bands greatly reducing our QSO rate on those bands.

The end of our sojourn nearing, we established a dismantling schedule over two days. On Sunday, the 20/17/15 VDA were folded as well as the 160m and 80m verticals. The 4-square was dismantled; only a long stick would be used for each band. The last night, only the 10m/12m VDA, the SteppIR and two vertical dipoles were kept, the very same ones that had been employed the first night.

We spent our last evening having a meal together. This was an opportunity to prepare some memories: group photos, signing special envelopes with "our" stamp, autographing of the flags, etc. The only trace of our passage was left in the guestbook of the weather station. So FT4TA went down in history of Tromelin alongside the many events contained therein.

lin alongside the many events contained therein.

### Monday, November 10

Departure Day! Everything was packed and protected with a plastic film pending its shipment "home". We thoroughly policed our environs to "leave only footprints".



**Above and below: when not working the radios, sleeping, or eating, we took a few minutes to marvel at the flora, fauna, and grandeur of the island.**



Ten minutes before their arrival, the aircraft crew made contact on VHF, just enough time to position ourselves to film their arrival from all angles. The traditional group photo completed our stay. Exchanges and thanks to our friends staying on the

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island continued for a little while, perhaps to delay the scheduled departure. At our request the pilot circled the island to allow us to take some pictures. The view was amazing and gave us an unforgettable memory of Tromelin, knowing that we would probably never return.

The return flight was extremely quiet. We relaxed and everyone was carried away by fatigue. That last evening together was festive, but within the limits of the general fatigue we all experienced.

### Tuesday, November 11

The team split after breakfast. Hugs and handshakes were long. All but Vincent, F4BKV, and I (Seb, F5UFX) left on various flights to go home while we went to Réunion Island to debrief at the TAAF headquarters.



The next morning, we met with the TAAF staff who welcomed us warmly. All communication initiatives were reviewed, and there was general agreement on their success. Any remaining matters were addressed, including the repatriation of our shipping crates. To conclude, we gave our thoughts extensively with the environmental conservation services and shared our findings on the nesting area for birds and species observed during the stay.

We ended that day by scheduling an appointment for

a meeting and new information exchanges in Paris during the 1st quarter of 2015.

### Conclusion

Only after returning from the total absorption of a DXpedition does one have an opportunity to reflect on the whole project. The simple fact that we were able to complete the mission is satisfaction in itself. So many things could have gone wrong. It's a huge relief to be here today writing this text and to have no major negative points to report.

Thanks to all, "Tromelin 2014" seems to have been recognized as a success. Our objectives, including those not directly related to radio operations were achieved, even exceeded. The objectives related to communication initiatives provided an exposure to our hobby to thousands of people that now appreciate amateur radio's capabilities. As for radio related objectives, more than 70,000 contacts were made to radio amateurs worldwide, while also giving a chance to ham radio operators located in geographic areas where contact with Tromelin is difficult. We must admit that not all callers reached their goals, but this is no different than any DXpedition. It is what DXing is all about. Nevertheless, we are pleased to have pushed Tromelin down ten places in the ranking of the most wanted countries.

We are pleased that propagation graced us with the ability to provide many their desired contacts on the low bands. Being ourselves passionate about low band activity, a focus on 80-160m was an objective. The final log displays more than 1,200 contacts on 160m and 2,700 on 80m—all while trying to satisfy as many geographic areas as possible.

After 13 years of silence, an expedition of 10 days with 7 operators was clearly advertised as a sprint which all radio amateurs in the world would participate. This inevitably resulted in overcrowded bands, sometimes overflowing with all the difficult side effects to control: very broad splits and discipline problems. Despite these conditions, the operators worked diligently to retain their composure and keep the rhythm while achieving a minimum error rate

Tromelin 2014 turned out to be an important promo-

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# Tromelin 2014 — FT4TA (con'd)

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tional event for both the amateur radio world and for the TAAF. Our website generated an amazing number of visits. On a daily basis during our stay we transmitted via a satellite connection exclusive articles and photos for the "blog of the Head of Mission" on the TAAF website, a way to share with many our adventure and experiences on this amazing island.

The TAAF exhibit at the philatelic exhibition, despite taking us away from normal DXpedition activities, was in fact a real public relations coup for amateur radio. During the three days of the exhibition the daily live radio connections between Tromelin and Paris gave thousands of people, who heretofore had little or no knowledge of what we "hams" do, a view into amateur radio activities. All visitors that witnessed amateur radio will look differently at our antennas, wondering what distant island may be on the other end of the waves. TAAF was delighted with this provision that created an additional craze for the "FT4TA" stamp. Collectors from around the world are looking for this stamp and even want to get the QSL card. In this regard, we have decided to mail all the envelopes received for QSL requests with a commemorative stamp. Envelopes will be mailed from Tromelin and decorated with exceptional stamps. Although this procedure extends some processing time, we wanted to offer everyone a lasting memory of our operation.

On the Réunion Island educational venture, very positive feedback was received from both members of the ARRA and school teachers. Through the educational project, the students and their teachers have discovered Tromelin and amateur radio operators. Many already wish to renew this type of operation. A full page of the Journal de la Réunion (JIR) recounted this event. Whatever their age, both students and teachers were fascinated at the capabilities of amateur radio.

In human terms, this experience will of course remain engraved in the memories of the team with an indescribable feeling. All are aware that they were privileged to have obtained permission to access this protected area. The nights haunted by problems to solve now have left room for dreams populated with turtles, boobies and white terns.

During our stay, we became aware of the work of

those few guards who take turns to monitor, maintain, and preserve this wildlife sanctuary. Tromelin is not like on the postcard. The ocean is hostile with violent currents, intense heat and an incessant wind. We thank Tromelin's "caregivers".

We hope that you have had as much fun as we did in this adventure. In these pages, we've tried to give you a view behind the scenes of the many considerations that must be taken into account in conducting a DXpedition.

Finally, our hats are off to all in the TAAF who worked to meet all our needs and ease our way in bringing this DXpedition to fruition. Working with them was a pleasure. Thank you to all who provided their technical, logistical, financial or moral support. Without your help, nothing would have been possible

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## Tromelin 2014 — FT4TA (end)

(Continued from page 11)

hundreds of other sponsors, both individuals and clubs, who are too numerous to cite here individually. Thanks to you all. A more complete list is available on the website at: <http://www.tromelin2014.com>

### Where to Next?

Of course, we already have several ideas for a sequel, but this will be, perhaps, a new history.

—73 *Seb*, F5UFX

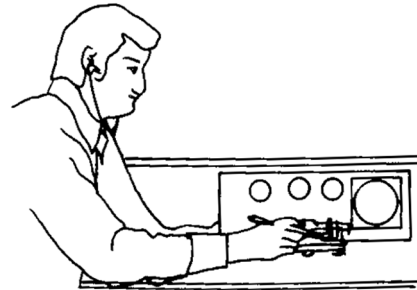


## INDEXA Sports a New Look

This issue of the newsletter features for the first time the “new” INDEXA logotype. The addition of color in the center enlivens the logo. The “handshake” remains, and befits INDEXA’s longstanding encouragement of Goodwill and Fellowship through International amateur radio activity.

For those who may want to sport the new logo, an assortment of paraphernalia (coffee mugs, shirts, watches, hats, etc.) bearing the new, colorful logo is easily available from Café Press by clicking on the “Merchandise” tab on the INDEXA website. (<http://www.indexa.org/merchandise.html>)

Café Press is an independent business which is producing and stocking products bearing the INDEXA logo. For each product purchased a small percentage of the purchase price is returned to INDEXA to support DXpeditions.



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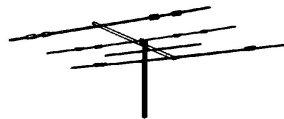
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